6552

6552

Form 504
Rev. April 1935
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

# DESCRIPTIVE REPORT

~~Topographic~~
*Hydrographic* } *Sheet No.* 6552



*State* Louisiana, Mississippi, Alabama

LOCALITY

Gulf of Mexico

East of Mississippi River Delta

1940

CHIEF OF PARTY

G. C. Mattison

U. S. GOVERNMENT PRINTING OFFICE

Form 537
Ed. Dec. 1930

REG. NO.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

# HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 43

REGISTER NO. 6552

State Louisiana, Mississippi, Alabama

General locality Gulf of Mexico

Locality East of Mississippi River Delta

Scale 1 : 40000 Date of survey March, April October, November, 1940

Vessel HYDROGRAPHER

Chief of Party G. C. Mattison

Surveyed by W.M. Scaife, E.R.McCarthy, P.L.Bernstein, E.C. Baum, G.C. Mast, P.A. Weber

Protracted by A. J. Compagna

Soundings penciled by W. W. Feazel

Soundings in ~~fathoms~~ feet

Plane of reference MLW

Subdivision of wire dragged areas by

Inked by *P.H. Andros*

Verified by *P.H. Andros*

Instructions dated Supplemental June 24 July 1, 1939

Remarks:

*KWW 3/22/93*

U. S. GOVERNMENT PRINTING OFFICE

DESCRIPTIVE REPORT

To Accompany

HYDROGRAPHIC SHEET NO. H-6552

(Field No. 43)

U.S.C.&G.S.S. HYDROGRAPHER G. C. MATTISON, COMMANDING

PROJECT HT-236

1940

AUTHORITY:

This survey was executed in compliance with the Director's Instructions dated June 24, 1939 and Supplemental Instructions dated July 1, 1939.

LIMITS:

This sheet lies south of Mississippi Sound and east of the Chandeleur Islands extending from Latitude 29° ~~26~~ 32' to Latitude 30° 05' and from Longitude 88° 14' to Longitude 88° 41'. Soundings vary from 49 feet to 160 feet.

CONTROL:

Control for this sheet was furnished by two north-south lines of hydrographic buoys connected at their southern ends by another string. These buoys were located by taut wire and sun azimuths traverses. The position of the inshore buoy of

each string (these buoys do not fall on the sheet) were fixed by sextant angles on shore objects.

METHODS:

The majority of the sounding lines on this sheet were controlled by sextant fixes on the hydrographic buoys. Some R.A.R. was done using sonic buoys attached to hydrographic buoys in the taut wire strings. In addition, bombs were fired for velocity tests at several sextant fixed positions.

Soundings were taken with a Dorsey III fathometer using the 20 fathom and 100 fathom dials. The 1000 fathom dial was used only to check other readings.

The gyro compass was used for steering and for bearings. The correction was determined by frequent bearings on shore objects in range and by amplitudes.

Log readings were used merely as checks against time because the log rating was variable.

RECORDS:

Soundings were corrected for tides and the usual fathometer corrections where the reducer or correction amounted to over one percent.

For the R.A.R. work an abstract of R.A.R. and dead reckoning was kept independently of the sounding records and bomb records. The abstract was used for plotting R.A.R. positions; the sounding volumes were used for pencilling the soundings.

The sextant fix work was plotted from the sounding records by standard methods.

The bombs fired for velocity tests were listed in addition to the angles of the sextant fixes. An analysis of the results of these tests accompany this report.

COMPARISON WITH PREVIOUS SURVEYS:

This sheet compares favorably with the charts of this vicinity when the different units of depth are taken into consideration.

Comparison with H-4223 (1922): The present survey overlaps H-4223 on the former's southwest corner. The agreement is generally satisfactory with the recent soundings being 2 to 3 feet shoaler where there are disagreements. However, in Latitude 29° 38.1', Longitude 88° 35.2' there is a 60 ft. spot on H-4223 that is not covered by soundings of H-6552 (1940). To the south of this spot the present survey shows a sounding of 6½ feet which may be indicative of a possible lesser depth in the vicinity.

64' adequate for charting 60' not carried forward

Comparison with H-4212 (1921-22): The agreement between the sheets is satisfactory in the north section but large discrepancies were noted where the soundings on H-6552 (1940) fall on those obtained on dead reckoning lines of H-4212. The 20 fathom depth curves of the sheets failed to agree. The following discrepancies were noted:

1. Latitude 29° 34.7', Longitude 88° 34.0': On H-4212 (1921-22) a sounding of 92 feet and several other soundings to the eastward to the end of the line fall between lines on H-6552 (1940) that show greater depths by about 20 feet. Since the depth locations do not coincide no recommendations are made.

2. Latitude 29° 37.5', Longitude 88° 36.0': Starting at this location and running east on a line on H-4212 there is a close agreement at the beginning but a wide divergence from the soundings of the present survey to the eastward. This discrepancy is in excess of 10 feet in places with the soundings of H-4212 being the shoaler. Despite their being deeper the soundings of the present survey should be retained because of the better control on H-6552. (1940)

3. Latitude 29° 41.5', Longitude 88° 34.0': Starting at this location and running east on a line on H-4212 there are close agreements at the beginning and again where the line runs through the east limit of H-6552. In between, though, discrepancies of as much as 15 feet occur; the majority of the differences are from 3 to 4 feet. It is recommended that the soundings of the present survey, though deeper, be retained because the lines are better controlled.

Dead reckoning lines from which these sounding were taken are probably out of position and should be disregarded

JUNCTIONS:

A junction is made with Sheet Field H-6688 (1941) No. 4241 on the east, but, as this sheet is 1941 work, no comparison can be made. Junction is satisfactory

~~H-6548 (1940) (Field No. 162) laps all but the northerly third of this sheet but can not be used for comparison until smooth plotted.~~ Statement in error

A junction is made with H-6551 (1940) (Field No. 42) on the southwest. The agreement in soundings is absolute, no discrepancies having been noted.

A junction is made with H-6550 (1940) (Field No. 82) on the south; the agreement at the junction is satisfactory.

CROSSINGS AND DISCREPANCIES:

All the crossings are satisfactory; there are no discrepancies that exceed 2 feet.

GENERAL:

The few R.A.R. bomb arcs on this sheet were plotted using a fixed velocity of 1531 meters per second.

The draftsmen who plotted the positions and pencilled the soundings found no difficulty in executing their tasks. The results show a good comprehensive survey of the area that should supersede previous surveys.

STATISTICS:

Statute miles of sounding lines.....1103.6

Number of soundings.....11595

Number of positions.....1144

Area in square statute miles.....593

Respectfully submitted,

William F. Deane

William F. Deane,
Lieut. (jg) C.&G.Survey

Approved and forwarded:

W. M. Scaife,
Chief of Party.

FATHOMETER CORRECTIONS:

| T & S Corr'n Ft. | January-April, 1940 Fm. Ft. | October, 1940 Fm. Ft. |
|---|---|---|
| Plus 0.1 | 11-0 | |
| 0.2 | 15-0 | |
| 0.3 | 18-2 | |
| 0.4 | 20-0 | |
| 0.5 | 35-0 | 5-4 |
| 0.6 | | 6-3 |
| 0.7 | | 7-1 |
| 0.8 | | 8-0 |
| 0.9 | LESS | 8-4 |
| 1.0 | | 9-2 |
| 1.1 | THAN | 10-0 |
| 1.2 | | 10-4 |
| 1.3 | ONE | 11-2 |
| 1.4 | | 12-1 |
| 1.5 | PERCENT | 13-0 |
| 1.6 | | 13-4 |
| 1.7 | | 14-2 |
| 1.8 | | 15-0 |
| 1.9 | | 15-4 |
| 2.0 | | 16-4 |
| 2.1 | | 17-2 |
| 2.2 | | 18-2 |
| 2.3 | | 19-1 |
| 2.4 | | 20-0 |
| 2.5 | | 23-0 |
| 3.0 | | 28-0 |
| 3.5 | | 34-0 |

---

| VALUES FOR SETTLEMENT Ft. | |
|---|---|
| Plus 0.8 (full speed) | 120 RPM |
| 0.6 | 100 |
| 0.4 | 80 |
| 0.2 | 60 |
| 0.0 | 40 RPM |

IDS CORRECTIONS: GYRO CORRECTIONS:

| DATE | DAY | I Ft. | D Ft. | S Ft. | IDS Ft. | GYRO CORR'N ° |
|---|---|---|---|---|---|---|
| Mar. 12 | A | -1.9 | +0.1 | +0.8 | -1.0 | -1.5 |
| 28 | B | " | +0.7 | " | -0.4 | -1.5 |
| 29 | C | " | +0.6 | " | -0.5 | -1.5 |
| 30 | D | " | +0.6 | " | -0.5 | -1.5 |
| 31 | E | " | +0.5 | " | -0.6 | -1.5 |
| Apr. 1 | F | " | +0.5 | " | -0.6 | -1.5 |
| 2 | G | " | +0.5 | " | -0.6 | -1.0 |
| 3 | H | " | +0.4 | " | -0.7 | -1.0 |
| 10 | J | " | +0.6 | " | -0.5 | -1.0 |
| Oct. 13 | K | -2.8 | -0.8 | +0.8 | -2.8 | +0.7 |
| 14 | L | " | -0.9 | " | -2.9 | +0.7 |
| 21 | M | " | -0.2 | " | -2.2 | +0.7 |
| 25 | N | " | -0.5 | " | -2.5 | -0.3 |
| 26 | P | " | -0.6 | " | -2.6 | -0.3 |
| 27 | Q | " | -0.6 | " | -2.6 | -0.3 |
| Nov. 8 | R | " | -0.5 | " | -2.5 | -0.3 |

ANALYSIS OF VELOCITY TESTS: (ABSTRACTED)

| POS. NO. | SCALED DISTANCE TO BUOYS | | | | | RAR DISTANCE IN SECS. | | | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | JAY | LUE | NOT | POP | SAL | JAY | LUE | NOT | POP | SAL | |
| 36N | 28808 | 15720 | 4256 | 8812 | --- | 19.07 | 10.42 | 2.84 | 5.77 | --- | Good |
| 37N | 27040 | 14000 | 3332 | 10496 | --- | 17.81 | 9.21 | 2.22 | 6.90 | --- | Good |
| 38N | 24496 | 11512 | 3508 | 12972 | --- | 16.10 | 7.61 | 2.33 | 8.49 | --- | Good |
| 39N | 22020 | 9124 | 5136 | 15440 | --- | 14.51 | 6.07 | 3.39 | 10.10 | --- | Good |
| 40N | 19560 | 6888 | --- | 17896 | --- | 12.85 | 4.57 | --- | 11.72 | --- | Good |
| 41N | --- | 4860 | 9656 | 20432 | --- | --- | 3.23 | 6.40 | 13.39 | --- | Good |
| 42N | 14596 | 3480 | 12060 | 22936 | --- | 9.68 | 2.36 | 7.94 | 15.04 | --- | Good |
| 43N | 12116 | 3620 | 14500 | 25440 | --- | 7.95 | 2.39 | 9.55 | 16.65 | --- | Good |
| 44N | 9624 | 5232 | 17012 | --- | --- | 6.36 | 3.43 | 11.17 | --- | --- | Good |
| 45N | --- | 7360 | 19480 | --- | --- | --- | 4.81 | 12.82 | --- | --- | Good |
| 46N | 5140 | 9672 | 21960 | --- | --- | 3.40 | 6.34 | 14.48 | --- | --- | Good |
| 47N | 3852 | 11432 | --- | --- | --- | 2.52 | 7.49 | --- | --- | --- | Good |
| 50N | 1936 | 11800 | 24320 | --- | --- | 1.18 | 7.72 | 16.02 | --- | --- | Good |
| 51N | 3176 | 10820 | 23280 | --- | --- | 1.98 | 7.15 | 15.35 | --- | --- | Good |
| 52N | 4788 | 8968 | 21428 | 32504 | --- | 3.11 | 5.95 | 14.11 | 21.33 | --- | Good |
| 53N | 7184 | 6504 | 18904 | 29980 | --- | 4.33 | 4.66 | 12.51 | 19.71 | --- | Good |
| 54N | 9628 | 4120 | 16388 | 27460 | --- | 6.26 | 2.77 | 10.88 | 18.06 | --- | Good |
| 55N | 12180 | 2000 | 13816 | 24880 | --- | 7.88 | 1.47 | 9.29 | 16.48 | --- | Good |
| 56N | 14560 | 2108 | 11424 | 22508 | --- | 9.49 | 1.43 | 7.58 | 14.78 | --- | Good |
| 57N | 17016 | 4096 | 9016 | 20040 | --- | 11.10 | 2.70 | 6.01 | 13.19 | --- | Good |
| 59N | 21900 | 8772 | 4268 | 15160 | --- | 14.34 | 5.77 | 2.90 | 9.93 | --- | Good |
| 60N | 24428 | 11276 | 2192 | 12644 | --- | 15.98 | 7.43 | 1.54 | 8.33 | --- | Good |
| 63N | 29692 | 16512 | 4272 | 7484 | --- | 19.43 | 10.93 | 2.86 | 4.95 | --- | Good |
| 64N | 32240 | --- | 6656 | 5072 | --- | 21.08 | --- | 4.40 | 3.33 | --- | Good |
| 65N | 34812 | 21620 | 9168 | 2816 | --- | 22.76 | 12.16 | 6.02 | 1.90 | --- | " Lue weak |
| 66N | --- | --- | 11640 | 1892 | --- | --- | --- | 7.66 | 1.28 | --- | Good |
| 67N | --- | --- | 14132 | 3388 | --- | --- | --- | 9.28 | 2.24 | --- | Good |
| 73N | --- | --- | 19472 | 8496 | 2204 | --- | --- | 12.76 | 5.53 | 1.36 | Good |
| 74N | 44000 | --- | 18504 | 8068 | 4700 | 28.82 | --- | 12.17 | 5.37 | 3.02 | " Pop poor |
| 77N | 39244 | --- | 14136 | 5704 | 9084 | 25.68 | --- | 9.31 | 3.74 | 5.95 | Good |
| 79N | 36336 | --- | 11536 | 5600 | --- | 23.76 | --- | 7.60 | 3.66 | --- | Good |
| 80N | 34496 | --- | 9908 | 6184 | 13380 | 22.54 | --- | 6.55 | 4.00 | 8.74 | Good |
| 81N | 32708 | --- | 8400 | 7136 | 15012 | 21.40 | --- | 5.57 | 4.66 | 9.80 | Good |
| 82N | 30260 | --- | 6608 | 8840 | 17296 | 19.83 | --- | 4.43 | 5.71 | 11.26 | Good |
| 83N | 27884 | 15080 | 5348 | 10800 | 19552 | 18.25 | 9.99 | 3.62 | 7.01 | 12.74 | Good |
| 84N | 25548 | 12876 | 5176 | --- | 21856 | 16.78 | 8.42 | 3.53 | --- | 14.25 | Good |
| 85N | 23280 | 10840 | 6148 | 15188 | 24188 | 15.21 | 7.15 | 4.11 | 9.91 | 15.80 | Good |
| 86N | 20936 | 8800 | --- | 17472 | 26560 | 13.69 | 5.87 | --- | 11.47 | 17.40 | Good |
| 91N | --- | 5984 | --- | 26508 | 35720 | --- | 3.95 | --- | 17.42 | 23.41 | Good |
| 92N | 10120 | 7260 | --- | --- | 38160 | 6.58 | 4.76 | --- | --- | 24.96 | Good |
| 93N | 7884 | 9164 | --- | 31548 | 41208 | 5.11 | 5.97 | --- | 20.65 | 26.64 | Good |
| 94N | 6172 | 11056 | --- | --- | 43504 | 4.05 | 7.30 | --- | --- | 28.75 | Good |
| 95N | 5308 | 13312 | --- | --- | --- | 3.43 | 8.77 | --- | --- | --- | Weak |
| 96N | 5488 | 15656 | --- | --- | --- | 3.44 | --- | --- | --- | --- | Poor |
| 97N | 3932 | --- | --- | --- | --- | 2.54 | --- | --- | --- | --- | Good |
| 98N | 1932 | 14040 | --- | --- | --- | 0.93 | 9.19 | --- | --- | --- | Poor |

## LIST OF SIGNALS USED ON THIS SHEET

### HYDROGRAPHIC BUOYS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Bet... | Taut | wire | traverse | #2 | Lit... | Taut | wire | traverse | #2 |
| Cut... | " | " | " | " | *Lue... | " | " | " | #4 |
| Dig... | " | " | " | " | Map... | " | " | " | " |
| Ego... | " | " | " | " | Mop... | " | " | " | #2 |
| Fat... | " | " | " | " | Ned... | " | " | " | " |
| Git... | " | " | " | " | *Not... | " | " | " | #4 |
| Gob... | " | " | " | #2B | Opa... | " | " | " | #2 |
| Ham... | " | " | " | #2 | Osa... | " | " | " | #4 |
| Han... | " | " | " | #4 | *Pop... | " | " | " | " |
| Hot... | " | " | " | #2B | Rap... | " | " | " | " |
| Ida... | " | " | " | #4 | *Sal... | " | " | " | #4 |
| Ide... | " | " | " | #2 | Tax... | " | " | " | " |
| *Jay... | " | " | " | #4 | Wed... | " | " | " | #2B |
| Jim... | " | " | " | #2 | Yap... | " | " | " | " |
| Kat... | " | " | " | " | Zat... | " | " | " | " |
| Kid... | " | " | " | #4 | | | | | |

*Sonic buoys attached

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. H6552

Records accompanying survey:

Boat sheets one.; sounding vols. (6).; wire drag vols. ....;

bomb vols. ..(1).; graphic recorder rolls .....;

special reports, etc. (R.A.R. and Dead reckoning abstract filed in rear of descriptive report) Filed in sdg. record */

The following statistics will be submitted with the cartographer's report on the sheet:

| | | |
|---|---|---|
| Number of positions on sheet | | 1144. |
| Number of positions checked | | ..7.. |
| Number of positions revised | | ..2.. |
| Number of soundings recorded | | 11,585 |
| Number of soundings revised (refers to depth only) | | ..70. |
| Number of soundings erroneously spaced | | ..24. |
| Number of signals erroneously plotted or transferred | | ..0.. |
| Topographic details | Time | ..0.. |
| Junctions | Time | ..8.. |
| Verification of soundings from graphic record | Time | ..0.. |

Verification by. P. H. Andras ....Total time .10.9. hrs Date 8.12.43.

Review by R. H. Carstens ... Time 2 1/2 Date 8/17/43.

| | Remarks | Decisions |
|---|---|---|
| 1 | | |
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| 3 | | |
| 4 | | |
| 5 | Location of tide staff | |
| 6 | | |
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| 26 | | |
| 27 | | |
| 1234 | | |

GEOGRAPHIC NAMES

Survey No. H6552

| Name on Survey | On Chart No. A, | On previous survey No. B, | On U. S. quadrangle Maps C, | From local information D | On local Maps E | P. O. Guide or Map F | Rand McNally Atlas G | U. S. Light List H | K | |
|---|---|---|---|---|---|---|---|---|---|---|
| Gulf of Mexico | | | | | | | | | | 1 |
| Mississippi River Delta Fa | | | | | | | | | | 2 |
| | | | | | | | | | | 3 |
| | | | | | | | | | | 4 |
| Port Eads, La | | | | | | | | | | 5 |
| Fort Morgan, Ala | | | | | | | | | | 6 |
| Fort McRee, Fla | | | | | | | | | | 7 |
| | | | | | | | | | | 8 |
| | | | | | | | | | | 9 |
| | | | Names underlined in red approved by L. Heck on 6/18/42 | | | | | | | 10 |
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M 234

NOTE BY CHIEF OF PARTY

SHEET NO. 6552

Regarding the shoaler depths on this survey as compared with the previous surveys, and as mentioned in this report under "Comparison With Previous Surveys", there has apparently been a general shoaling of the area in question due to discharge of sediment by the Mississippi River.

W.M.Scaife,
Chief of Party

FORM M-238

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

No. H H6552

received Oct. 10, 1941
registered Oct. 13, 1941
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

| ROUTE | | Initial | Attention called to |
|---|---|---|---|
| 20 | | | |
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| 25 | | | |
| 26 | | | |
| 30 | | | |
| 40 | | | |
| 62 | | | |
| 63 | | | |
| 82 | | | |
| 83 | | | |
| 88 | | | |
| 90 | | | |
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RETURN TO

| | |
|---|---|
| 82 | R. W. Knox |

DIVISION OF CHARTS

REVIEW SECTION - SURVEYS BRANCH

REVIEW OF HYDROGRAPHIC SURVEY REGISTRY NO. 6552

Field No. 43

Louisiana - Mississippi; Gulf of Mexico,
East of Mississippi River Delta
Surveyed March - November 1940; Scale 1:40,000
Instructions dated June 24 and July 1, 1939

| Soundings: | Control: |
|---|---|
| Dorsey Fathometer | Three-point fix on buoy signals R. A. R. |

Chief of Party - G. C. Mattison
Surveyed by - Ship's Officers
Protracted by - A. J. Compagna
Soundings plotted by - W. W. Feazel
Verified and inked by - P. H. Andros
Reviewed by - R. H. Carstens
Inspected by - H. R. Edmonston, August 18, 1943

1. Shoreline and Signals

No shoreline is shown on this offshore survey. The signals are hydrographic and sono-radio buoys located by sun-azimuth taut-wire measurements.

2. Sounding Line Crossings

Excellent.

3. Depth Curves

Satisfactory.

4. Junctions with Contemporary Surveys

The junction with H-6688 (1941) on the east is satisfactory. Junctions with H-6550 (1940) and H-6551 (1940) on the south will be considered in the reviews of those surveys. Satisfactory junctions were to have been made with H-4171 (1920) on the north, H-4212 (1922) and H-4223 (1922) on the west. In numerous places on the north and west limits of the survey present depths are 2-5 feet shoaler than prior depths. This discrepancy is probably caused by the difference in the method of sounding.

Junctions with these prior surveys have been omitted in order to permit junctions with surveys which may be made subsequently.

5. Comparison with Prior Surveys

a. H- 327 (1852) 1: 20,000
H- 420 (1854) 1:600,000
H- 430 (1854) 1: 20,000
H- 599 (1857-58) 1:1,200,000
H-1654 (1885-86) 1: 80,000

Agreement within the limited overlap of the large scale surveys is good. There are differences of as much as 20 feet with depths of the small scale reconnaissance surveys. The 12-fm. sounding in Lat. 29°41.5'; Long. 88°33.0' and the 12-fm. sounding in Lat. 29°57.8'; Long. 88°29.0', chart 1115, from these surveys differ with present depths by about 20 feet and should be disregarded. The present survey is adequate to supersede these earlier surveys within the common area.

b. H-4171 (1920) 1:80,000
H-4212 (1922) 1:80,000
H-4223 (1922) 1:80,000

Depth agreement with these prior surveys is in general very good. On lines adequately controlled by sextant fixes depths agree within 2-5 feet. A number of lines controlled by dead reckoning are apparently out of position and depths from these lines differ with present depths by as much as 15 feet.

The 15-fm. sounding in Lat. 29°37.5'; Long. 88°32.5'; the 18-fm. sounding in Lat. 29°37.5'; Long. 88°30.4' and the 15-fm. sounding in Lat. 29°34.5'; Long. 88°34.0', chart 1115, are from such dead reckoning lines and should be disregarded. The present survey reveals all the necessary hydrographic information and should supersede these prior surveys within the common area.

6. Comparison with Chart 1115 (Latest print date 7-7-43)

a. Hydrography

The hydrography charted within the limits of the present survey originates with the previously discussed surveys which need no further consideration.

b. Aids to Navigation

There are no aids to navigation within the limits of the present survey.

7. Condition of Survey

Satisfactory.

8. Compliance with Instructions for the Project

Satisfactory.

9. Additional Field Work Recommended

None on this survey. In view of the disagreement of junctions with the 1920 and 1922 work it would be desirable to extend basic fathometer surveys inshore to the northward and westward at some convenient time.

10. Superseded Surveys

| | |
|---|---|
| H- 327 (1852) | in part |
| H- 420 (1854) | " " |
| H- 430 (1854) | " " |
| H- 599 (1857-58) | " " |
| H-1654 (1885-86) | " " |
| H-4171 (1920) | " " |
| H-4212 (1922) | " " |
| H-4223 (1922) | " " |

Examined and approved:

Robert W. Knight
Chief, Surveys Branch

J. S. Gordon
Chief, Division of Charts

Earl O. Hewitson
Chief, Section of Hydrography

G. Rude
Chief, Division of Coastal Surveys

RAC
MLC

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. June 1937

# TIDE NOTE FOR HYDROGRAPHIC SHEET

October 22, 1941.

~~Division of Hydrography and Topography:~~

✓ Division of Charts: Attention: Mr. H. R. Edmonston

Plane of reference approved in
6 volumes of sounding records for

HYDROGRAPHIC SHEET 6552

Locality East of Mississippi River Delta, Gulf of Mexico.

Chief of Party: G. C. Mattison in 1940
Plane of reference is mean low water reading
5.3 ft. on tide staff at Port Eads
3.6 ft. below B. M. 1
3.8 ft. on tide staff at Fort McRee
3.6 ft. below B.M. 1
2.4 ft. on tide staff at Fort Morgan
5.4 ft. below B.M. 1

Height of mean high water above plane of reference is 1.3 ft. at Port Eads; 1.1 ft. at Fort McRee; 1.1 ft. at Fort Morgan.

Condition of records satisfactory except as noted below:

Hann

Acting Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE 154327

Applied to chart 1115 (after review.) L.a.m. 5/4/44.
Partially applied to chart 1267 ( " " ) W.A.B. 9/16/44
Applied to chart 1267 " " [illegible] 2-13-45
Applied to new chart 11366 John Pierce 10-30-91